



REFINEMENT OF THE PROPOSED ACTION

NORTH VALLEY TRAILS

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PURPOSE OF THIS DOCUMENT

The document was produced to provide transparency in how the Gunnison Ranger District's interdisciplinary team (IDT) and Responsible Official (Gunnison District Ranger) refined the North Valley Trails' Proposed Action based on the Crested Butte Mountain Bike Association's (CBMBA) proposal and to track the changes. This document also identifies preliminary issues identified by the IDT for analysis.

WHERE THE PROPOSAL COMES FROM

The evolution of this project goes as far back as 2009, when CBMBA started developing a long-term trail construction plan. From approximately 2015 through 2020, CBMBA developed their Short-Term Trail Plan: Riders off the Road. This plan was refined with feedback from the public during an open house (May 2019) and with collaborative input from Colorado Parks and Wildlife, environmental groups, stock producers, researchers, and general public. Additionally, CBMBA presented their proposal to the Sustainable Tourism and Outdoor Recreation (STOR) Committee in June of 2020 and again in December 2020. At the June meeting, the STOR Committee provided input that further refined the proposal.

On December 17, 2020, the STOR Committee issued a memo endorsing a recommendation to the US Forest Service to accept CBMBA's Short-Term Trails Plan, with the exclusion of two trails (Snodgrass Public Trail and Eccher/Granite Basin Trail), for National Environmental Policy Act (NEPA) consideration.

US FOREST SERVICE PROJECT DEVELOPMENT

The Gunnison Ranger District's interdisciplinary team (IDT) is comprised of a diverse range of resource specialists in recreation, engineering & transportation, botany, wildlife, heritage & cultural resources, hydrology & soils, range & invasive weeds, silviculture, and fuels in addition to the Responsible Official (Gunnison District Ranger). These individuals are passionate about the resources and have diverse interests in varying recreation activities (motorized, non-motorized, etc.).

Following the STOR Committee's endorsement, the IDT and Responsible Official develop the Purpose and Need for the project based on their resource knowledge of the area and CBMBA's proposal. The purpose and need establishes the foundation and rationale for a proposed action. The proposed action identifies management actions that help to achieve the objectives of a purpose and need.

With the Purpose and Need, the team then reviewed CBMBA's Short-Term Trails Plan. Each proposed trail was assessed to determine if it met the Purpose and Need and to identify preliminary or known resource concerns. Trails that did not meet the Purpose and Need or that had substantial resource concerns were either modified or removed from further consideration. See Table 1 for a list of the CBMBA proposed trails assessed and determinations.

TABLE 1. TRAIL ASSESSMENT DETERMINATION SUMMARY.

Trail	Determination for Proposed Action
Lake Irwin Rd. Parallel Trail	Accepted with modifications
Upper Upper to the Brush Creek Trailhead Trail	Accepted with modifications
Strand Bonus to 409 Trail	Accepted
Budd Connection: Ambush to Tent City Trail	Accepted
Deer Creek to Tent City	Accepted with modifications
Teocalli Extension	Accepted, plus addition of the 409 Connector spur
Reno Divide Road Parallel Trail	Accepted
Cement Creek Trail: Upper Cement Creek Trail to Crystal	Removed
Cement Creek Trail: Lower Cement Creek Trail to Caves	Accepted
Bear Creek Trail Reroute	Accepted with modifications
Dr. Park Reroute	Removed



PURPOSE AND NEED

A driver of this project is to be responsive to our partners (CBMBA and STOR) and their collaboratively developed proposal. The Gunnison Ranger District values its relationship with GMUG partners and the public. We value the effort that was put into CBMBA's proposal and recognize the need to consider their proposal through a refinement of our trail system based on the following objectives and needs for management action.

Over the past decade, recreation use on the GMUG has substantially increased. Additionally, National Forest System roads are receiving substantially increased use from all recreation sectors (passenger cars, OHVs, mountain bikes, hikers, etc.) resulting in safety concerns between various user groups.

Objective: Provide a better and more diverse user experience in the greater Crested Butte area by facilitating safe, responsible, and sustainable recreation infrastructure improvements to the current trail system by:

- Connecting existing trails;
- Realigning non-sustainable routes; and
- Designating proper trail access points and trailhead infrastructure.

Need for Management Action: There is a need to construct new single-track trails and associated infrastructure and to reroute and decommission non-sustainable or excess existing trail segments to:

- Improve trail and recreation infrastructure in already-impacted areas;
- Move non-motorized users off busy roads and onto trails to reduce potential vehicle collisions and congestion and to enhance user experiences;
- Mitigate resource damage from existing poor trail locations and alignments;
- Increase variety and diversity of trails for different users and ability levels; and
- Define appropriate access points (trailheads) for users.

TRAIL ASSESSMENTS

Trail assessment were completed by the Interdisciplinary Team (IDT) and supporting USFS staff. Determinations were made by the Responsible Official (i.e., Gunnison District Ranger).

LAKE IRWIN ROAD PARALLEL TRAIL

CBMBA PROPOSED TRAIL SUMMARY

This proposed trail is intended to provide a separate route for non-motorized users to avoid the dust and increasingly numerous and fast vehicles on the road. It is proposed as a beginner/intermediate trail for the Irwin Campground and Day Use Area and would connect the lake to the Wagon Trail. This addition also proposes an associated decommissioning of a section of the Wagon Trail to off-set the addition to route density in the area.

IDT DISCUSSION OR CONCERNS:

- The southern end of the CBMBA proposed route traverses through wetlands. This is unavoidable if the route stays on the low/west side of the road in this section. Even if the trail would be constructed above the road, there would be patches of wetlands crossed (note: the road is crossing these wetlands). To mitigate this, **the IDT suggests replacing this southern stretch with a connector trail to the existing Wagon Trail (that CBMBA proposes for decommissioning).**
- The existing Wagon Trail is a sustainable beginner level trail. It seems counter intuitive for this project to decommission a sustainable beginner route. Additionally, this trail presents an existing opportunity to move non-



motorized users off busy roads (Kebler and Irwin). Because of this in conjunction with the wetlands concern, **the IDT suggests retaining this trail and creating a connector to it for access from the “Y” parking area.**

- There is an elk migration corridor going through this area. The trail needs to be kept close to current impacted areas.
- The area is a popular snowmobiling area. Any trail signage would need to be marked for snowmobiles, so they are not hit.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Yes. The IDT determined that this proposed trail would meet the Purpose and Need, because it would connect existing trails, designate proper trail access points, move non-motorized users off a busy road reducing the potential for collisions and congestions while enhancing user experiences, and contribute to the increase of trail variety by producing more beginner level track.

DETERMINATION:

Non-motorized trail carried forward into the Proposed Action for further consideration with modifications: The lower section of the trail that traverses through the wetlands has been replaced with a short connector to the existing Wagon Trail by use of the old railroad bed (existing disturbance). This will provide single track access from the “Y” parking area while reducing new trail construction and mitigating the wetland resource concerns. Connected to this, the Wagon Trail is not being considered for decommissioning.

A design feature has been added to the Proposed Action to mark trail signs for snowmobiler safety.

For a map of this determination in comparison to the CBMBA proposal, see [Irwin Rd. Parallel Trail PA Refinement Map](#).

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Elk migration corridor impacts
- Wildlife and watershed route density

UPPER UPPER TO THE BRUSH CREEK TRAILHEAD

CBMBA PROPOSED TRAIL SUMMARY

This proposed trail is intended to get non-motorized users off the Brush Creek Road, connect Upper Upper to the Brush Creek Trailhead, avoid bee research sited, and enhance wildflower viewing.

IDT DISCUSSION OR CONCERNS:

- Could impact livestock grazing disbursement, by pushing cattle downhill toward the road. **IDT suggest moving the trail to be closer to the road to minimize this impact.**
- Bee research sites are present in the area. CBMBA coordinated with the researchers for trail placement above the sites. This conflicts with grazing and wildlife specialists’ preference for the trail to be closer to the road to minimize impacts. **The IDT suggests moving the trail closer to the road to mitigate wildlife and range concerns and constructing the trail road adjacent when near the research site to minimize impacts to the ongoing research.**
- **IDT suggests building the route for beginners: bi-directional, require low grades to lessen speed of riders and to accommodate safety of pedestrians (Manage for hikers and mountain bikers).**

DOES THE TRAIL MEET THE PURPOSE AND NEED?



Grand Mesa, Uncompahgre and Gunnison National Forests

Yes. The IDT determined that this proposed trail would meet the Purpose and Need, because it would connect existing trails, designate proper trail access points, move non-motorized users off a busy road reducing the potential for collisions and congestions while enhancing user experiences, and contribute to the increase of trail variety by producing more beginner level track.

DETERMINATION:

Non-motorized trail carried forward into the Proposed Action for further consideration with modification: Trail has been moved lower/closer to the road. The intent is that this parallel trail will be beginner level for non-motorized uses. The trail would be road-adjacent near the bee research sites.

A design feature has been added to the Proposed Action to ensure coordination between the bee researchers and implementors for road-adjacent trail placement near the research sites.

For a map of this determination in comparison to the CBMBA proposal, see [Upper Upper to Brush Creek TH Trail PA Refinement Map](#).

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Displacement impacts to livestock grazing and wildlife.
- Wildlife and watershed route density

STRAND BONUS TO 409

CBMBA PROPOSED TRAIL SUMMARY

This proposed non-motorized trail would connect the Strand Hill and Farris trail systems via singletrack.

IDT DISCUSSION OR CONCERNS:

- Concerns for whether the project meets the Purpose and Need. The proposed trail would connect existing trails; however, these trails are effectively connected by a low-use rough road (National Forest System Road (NFSR) 736, Farris Road) with good visibility. Farris Road has the capacity to handle all forms of wheeled use currently and is not considered a safety concern. This trail could enhance some user's experiences.
- Largest resource concern with this route is impacts to livestock grazing. This area has served as a consistent and historical salting location to intentionally draw cattle to it. This area/pasture is where yearlings are grazed, and this trail is expected to make the yearling potentially wilder (unruly) and harder to handle.
- This is an important transition area for big game. The single trail on its own is not terribly concerning but does add to the concern of cumulative impacts (route density) in the area.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Internally, concerns have been expressed. The IDT and Responsible Official would value public feedback to help us determine if this proposed route should be brought forward. See first bullet above in IDT Discussion and Concerns.

DETERMINATION:

Non-motorized trail currently is carried forward into the Proposed Action for further consideration. The continuation of this singletrack would improve some user's experience. Encouraged use of this trail in conjunction with Strand Bonus, would draw riders off the lower portion of Farris Road 736 from its junction with Brush Creek Road.

A design feature was created to minimize wildlife security impacts by constructing the trail below the lower hillside crest (towards Farris Road), limiting trail user's line of sight up the side of Stand Hill.



PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Habitat fragmentation and animal displacement for livestock grazing and wildlife
- Wildlife and watershed route density

BUDD CONNECTION: AMBUSH TO TENT CITY

CBMBA PROPOSED TRAIL SUMMARY

This proposed trail provides a connection between the Strand, Farris, and Canal network to the Tent City Day Use and Designated Camping Area (Tent City). Tent City provides parking, bathrooms, and designated camping and making a logical access point that this trail would provide.

IDT DISCUSSION OR CONCERNS:

- The trail connects to an area the Forest Service is developing as a centralized hub, Tent City. This hub has designated camping, toilet facilities (soon to be permanent), and a day use area. The trail would connect people to the existing trail system and limit the number of bikers going by the private ranch land on Brush Creek Road.
- Minor concern that the trail goes through private land. This would require an easement for public access prior to any construction on public lands or incorporation into the National Forest System Trails. Landowners have indicated intentions to work with the Forest to secure public access.
- Trail on the private land goes through a flood plain, riparian area and possible wetlands. However, this section of the trail and its infrastructure (bridges) are already existing.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Yes. The IDT determined that this proposed trail would meet the Purpose and Need, because it would connect existing trails, designate a proper trail access point, and move non-motorized users off a busy road reducing the potential for collisions and congestions while enhancing user experiences.

DETERMINATION:

Non-motorized trail carried forward into the Proposed Action for further consideration. Landowners do intend to work with the Forest to provide public access to the private land portion per preliminary conversations. The trail would serve to reduce non-motorized use on Brush Creek Road and enhance connectivity to existing trail systems.

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Wildlife and watershed route density

DEER CREEK TO TENT CITY

CBMBA PROPOSED TRAIL SUMMARY

This proposed trail generally stays close to the existing National Forest System Road (NFSR) 738.2A and serves the Tent City hub. The trail would utilize some unique terrain from Tent City up to NFSR 738.2A, where it would serve both Deer Creek and Teocalli Ridge trail systems. From the NFSR 738.2A and NFSR 582 junction, the proposed trail would leave its road-adjacent alignment to fulfill the original goal of extending the Deer Creek singletrack. This alignment would provide early season trail access.

IDT DISCUSSION OR CONCERNS:

- There are multiple concerns with the proposed upper/northern end of this trail, above where it parallels the road.



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- Cattle Disbursement: The proposed route crowds some stock ponds that are intended to draw cattle away from the East River valley.
- Potential Wetland Concerns: the trail skirts two potential wetlands. One of which it would create an island out of between the trail and the road. The larger potential wetland area was confirmed to have standing water present.
- RMBL Research: Trail comes close to an existing RMBL site for snow depth monitoring. (Not sure how much of a concern this is for RMBL. Seems like the monitoring equipment is out during the late fall through winter when less people would be using the trail.)
- NFSR 738.2A and 582 are dead-end, low-use routes with clear line of sight. They safely can handle all forms of uses.
- **IDT suggests that the trail be limited to the connection between Tent City and where it would join NFSR 738.2A.** Reasoning: To mitigate the concerns above, the trail would need to be brought back to paralleling the road throughout the Northern section. At that point there is not a gain in user experience that is different from using the road itself and CBMBA's original intent of extending Deer Creek trails singletrack experience is lost. However, a connector from Tent City to the NFSR 738.2A would enhance connectivity and delineate a clear access point between Tent City and the Deer Creek and Teocalli Ridge trails.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

The lower/southern section from Tent City to NFSR 738.2A, yes. The IDT determined this section would provide for enhanced connectivity from Tent City to the existing Deer Creek and Teocalli Ridge trails and define the trailhead/access point from the day use area.

The NFSR 738.2A parallel and northern section, no. NFSR 738.2A and 582 are a dead-end, low-use, rough roads with good line of sight and as such do not pose a safety concern for mixed wheeled uses. The northern section has resource concerns that could be mitigated by moving the trail to run parallel for the whole length; however, at that point would not be an improvement to user experience over the road itself.

DETERMINATION:

Non-motorized trail carried forward into the Proposed Action for further consideration with modifications: the trail is reduced to the connection between Tent City and where it would join 738.2A. This connector would provide connectivity and define a trailhead to the Deer Creek and Teo trail systems.

For a map of this determination in comparison to the CBMBA proposal, see the [Deer Creek to Tent City Trail PA Refinement Map](#).

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Wildlife and watershed route density

TEOCALLI EXTENSION

CBMBA PROPOSED TRAIL SUMMARY

This proposed trail would extend the Teocalli Ridge trail to the junction of NFST 409 and 409.1A. This would move singletrack users off a steep, short stretch of road (NFSR 738) that is receiving increased traffic.

IDT DISCUSSION OR CONCERNS:



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- Though this road is a low-use, rough road, there is a safety rationale component to this trail due to where the trail enters the road (on a steep grade). People using the road can dodge vehicles, but there is a collision or being run off the road concern.
- Potential wildlife habitat fragmentation concern. The single trail on its own is not terribly concerning but does add to the concern of cumulative impacts (route density) in the area.
- IDT Identified a short, existing, user-created spur to NFST 409. **The IDT suggested adding this spur to the Proposed Action.**

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Yes. The IDT determined that this trail would improve safety by keeping singletrack users off this section of Brush Creek Road (NFST 738) as well as enhance user experience.

Additionally, the IDT suggested an addition of the existing 409 connector spur into the NFST system, which would meet the purpose and need by legalizing an existing access point.

DETERMINATION:

Motorized trail carried forward into the Proposed Action for further consideration. This trail will enhance single-track connectivity by extending the Toecalli Ridge trail (NFST 557) to meet up with NFST 409. Additionally, an existing user-created connector to NFST 409 near this trail is included in the Proposed Action as a motorized route.

For a map of this determination showing the addition, see the [Teocalli Extension Trail PA Refinement Map](#).

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Wildlife and watershed route density

RENO DIVIDE ROAD PARALLEL

CBMBA PROPOSED TRAIL SUMMARY

CBMBA originally proposed an alternate route for this trail (Big Grassy) which they retracted due to fragmentation and wildlife concern. This new alignment was created alongside the motorized community, focusing on lessen the potential for collisions and increasing safety on the Reno Divide Road. This proposed trail allows for motorized singletrack, parallel to the existing road, spreading out users in a highly used corridor.

IDT DISCUSSION OR CONCERNS:

- There are differing and divided opinions within the IDT on this trail. However, there was agreement that the mixed uses on this road are a safety concern with the increased uses.
- Additional context-this route could effectively replace the former Grassy trail that was closed in [the 2010 Travel Management Plan \(TMP\)](#). Members of the IDT recall a field visit to Grassy during the planning process where discussion included a potential for future alignment which would be more sustainable. Grassy was fall-lined and eroded, while a new route could offer a sustainable alternative.
- It is understood that this proposed route was a later addition to CBMBA's proposal and as such the trail alignment was not field verified. Potential wetlands are present that would need to be avoided when final alignment is determined. A DF was included to protect wetlands in the Proposed Action.
- There are route density concerns in this area for wildlife and watershed.
- This trail is within elk production and winter range and suitable boreal toad habitat.

DOES THE TRAIL MEET THE PURPOSE AND NEED?



Yes. The IDT determined that this proposed trail would meet the Purpose and Need, because it would connect existing trails and move non-motorized users off a busy road reducing the potential for collisions and congestions while enhancing user experiences.

DETERMINATION:

Motorized trail carried forward into the Proposed Action for further consideration. This trail will address safety concerns associated with the increased use of the Reno Divide Road.

A design feature is included in the Proposed Action to minimize impacts to wetlands and riparian areas.

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Wildlife and watershed route density
- Elk production and winter range and boreal toad habitat impacts

CEMENT CREEK TRAIL: UPPER CEMENT CREEK TRAIL TO CRYSTAL

CBMBA PROPOSED TRAIL SUMMARY

The intent of this proposed trail is to continue the Upper Cement Creek closer to the start of the Crystal Peak trail, creating a continuous singletrack from Crystal Peak/Star Pass/Trail 400 to the Caves trail.

IDT DISCUSSION OR CONCERNS:

- Purpose and Need Concern: This trail is identified as a poor match for the Purpose and Need. The mixed use on the existing road the trail would parallel is not a safety concern this far up Cement Creek and the trail would not add much (if anything) to user experience. The route could be seen as meeting the objective of “connecting existing trails”, but the trails are effectively connected already by the road.
 - This section of the road is not busy and does not present a user conflict concern. Due to the remoteness of the road and the lack of 4x4 loop options, it is not expected that this road will become a busy route.
 - User experience would not be much impacted (improved) by the addition of this route. Mountain bikers using this area are embarking on a large 4–5-hour loop and the road provides the easiest route and break in their climb. It is IDT professional judgement that if this trail was constructed the bulk of users would continue to use the road in this section.
- Resource concerns: The area has a high route density and the gains of building it are not worth added density impacts to wildlife and hydrology. Additionally, the area is home to fragile high alpine vegetation, potential wetlands, unique mineral spring resources, and wildlife habitat.
- **The trade-off impacts to resources that this trail would create along with a lack of a compelling fit to the projects purpose and need, lead the IDT to suggest that this trail not be included in the Proposed Action.**

DOES THE TRAIL MEET THE PURPOSE AND NEED?

No. The IDT determined that this trail does not meet the Purpose and Need. Please see section above for more information.

DETERMINATION:

Trail removed from further consideration due to not meeting the Purpose and Need coupled with resource concerns.

CEMENT CREEK TRAIL: LOWER CEMENT CREEK TRAIL TO CAVES



CBMBA PROPOSED TRAIL SUMMARY

This proposed trail is the final segment to get the Cement Creek trail to connect via singletrack from one end of Cement Creek to the other. This parallel trail would serve an important need to get riders off a busy road segment.

IDT DISCUSSION OR CONCERNS:

- Great fit for the Purpose and Need. This trail would connect the Cement Creek trail to the Caves trail making for a continual non-motorized trail up Cement Creeks where users can avoid the safety concerns of the busy Cement Creek Road.
- The trail is for terra use only, so winter habitat concerns are not an issue. The Cement Creek Road is currently groomed under permit and serves as a winter trail for both motorized and nonmotorized uses, but the new summer trail would not be used for over-snow travel as it is not authorized or feasible for grooming.
- This section would be a challenging build. The trail needs to be full benched construction to avoid rolling rocks onto road. It also needs to minimize grades and have grade reversals installed to slow mountain bike velocity.
- This would also be a very popular pedestrian trail in addition to mountain bikes, so speeds need to be controlled via good trail layout and design. User safety and good sight distances must be maintained.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Yes. The IDT determined that this proposed trail would meet the Purpose and Need, because it would connect existing trails, designate proper trail access points, move non-motorized users off a busy road reducing the potential for collisions and congestions while enhancing user experiences, and contribute to the increase of trail variety by producing more beginner level track.

DETERMINATION:

Non-motorized trail carried forward into the Proposed Action for further consideration. This trail will increase safety, connectivity, and user experience.

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

Elk winter concentration area impacts

BEAR CREEK REROUTE

CBMBA PROPOSED TRAIL SUMMARY

The Bear Creek trail crosses a low spot in a beautiful open park and experiences heavy erosion and resource damage in this section. Raised tread and turnpikes have been built over the years, but they eventually fail and erode from high use. CBMBA proposes a reroute of this section to slightly higher, raised, and more sustainable alignment and decommissioning the abandoned segment.

IDT DISCUSSION OR CONCERNS:

- The trail currently is sustainable through use of turnpikes; however, these turnpikes require regular and challenging maintenance. This proposed reroute would be a benefit to this area by creating a more sustainable alignment and would reduce maintenance needs. Additionally, it would help to protect the meadow from illegal off trail use by restricting where the trail is accessed.
- There is an upcoming timber sale in the area (Ripley Timber Sale). To avoid conflicts with upcoming timber sales and administrative infrastructure (i.e., admin road), the IDT recommends that the proposed route move closer to the edge of the tree stand.



- The existing trail and new alignment are within an elk production area.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Yes. The IDT determined that this proposed trail reroute would meet the Purpose and Need, because it would mitigate resource damage associated with the current trail alignment and improve trail sustainability.

DETERMINATION:

Motorized trail reroute carried forward into the Proposed Action for further consideration with minor modification: The central section of the proposed reroute has been slightly moved closer to the edge of the tree stand to minimize conflicts with administrative infrastructure and an upcoming timber sale.

For a map of this determination in comparison to the CBMBA proposal, see the [Bear Creek Reroute PA Refinement Map](#).

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

- Elk production habitat impacts

DR. PARK REROUTE

CBMBA PROPOSED TRAIL SUMMARY

This CBMBA route proposes a new alignment for a segment of the Doctor Park trail (NFST 424) due to poor alignment. It additionally proposes to decommission the existing segment and the Doctor Bonus trail (NFST 424.1A).

IDT DISCUSSION OR CONCERNS:

- Purpose and Need Concern: This trail is identified as a poor match for the Purpose and Need. USFS staff reviewed CBMBA's proposal but did not agree that the trail is causing resource damage that warrants closure and rehabilitation. The trail does get muddy; however, the water tends to pool up and stay on the trail and does not pose much of an erosion or sedimentation concern. These concerns could be addressed by adding additional turnpikes or extensions. Issues stem from riders accessing the trail prior to the snow melting out of the area, and when wet, causing depression points.
- The multiple uses of the existing trails (NFST 424 and 424.1A) make them undesirable for decommissioning. The Doctor Park trail segment proposed for realignment is an important stock drive used by the range permittee. It is also used by a permitted outfitter/guide. Similarly, the Doctor Bonus route is used by both permittees and is an access route to the outfitter/guide's spike camp.
- The proposed route would have impacts to big game and wildlife. The proposed reroute is farther up on the hill, where big game are known to be present and excellent habitat exists. The new trail would displace wildlife from the area.
- The proposed segment would go directly through the outfitter/guide's permitted base camp.
- **The IDT suggest the proposed reroute and associated decommission be removed from further consideration, due to the lack of a compelling fit for the Purpose and Need, along with the continued multiple resource needs pertaining to the existing trails and the impacts to wildlife resources.**

DOES THE TRAIL MEET THE PURPOSE AND NEED?

No. The IDT determined that this trail does not meet the Purpose and Need. Please see section above for more information.

DETERMINATION:



Trail removed from further consideration due to not meeting the Purpose and Need coupled with resource and permittee operation concerns.

DAY USE AREAS AND TRAILHEAD PARKING EXPANSIONS AND IMPROVEMENTS ADDITIONS

While reviewing CBMBA's proposal and developing the Purpose and Need, the IDT and Responsible Official identified the importance for improved or added infrastructure to support the trail systems associated with this project. As such, this was incorporated into the Purpose and Need.

In addition to assessing the proposed trail, the IDT identified three existing day use/parking areas for infrastructure improvements and expansion. These sites are the Brush Creek Trailhead Parking Area, Tent City Day Use and Designated Camping Area, and Walrod Parking Area. Infrastructure expansions and enhancements would include actions such as, but not limited to, excavation and fill to provide appropriate drainage, graveling where necessary, and installing or replacing toilet facilities and kiosks.

IDT DISCUSSION OR CONCERNS:

- No preliminary resource concerns were identified as the sites are largely already disturbed or impacted.

Tent City Day Use and Designated Camping Area:

- Since this day use area is adjacent to the designated camp area, some tree planning for aesthetics and screening could improve the site. Due to drying and warming climates, ponderosa pine along with other species could be considered.
- There are drainage concerns with the roads in the day use and designated camping areas. The improvements should include improving these.

Brush Creek Trailhead Parking Area:

- Brush Creek Trailhead is both a summer and winter trailhead. This is important for considerations during implementation and site-specific planning.
- This parking expansion could help to limit or eliminate the parking along the Brush Creek Road (NFSR 738) that has started to impact private land ranching operations and causes congestion.

DOES THE TRAIL MEET THE PURPOSE AND NEED?

Yes. These infrastructure components would better accommodate the recreation use for these areas and better define the trail access points from intentional centralized hubs.

DETERMINATION:

The [Brush Creek Trailhead Parking](#), [Tent City Day Use Area](#), and [Walrod Parking Area](#) infrastructure additions are carried forward into the Proposed Action for further consideration.

A sight specific design feature was created for the Tent City site for tree planting.

PRELIMINARY ISSUES IDENTIFIED FOR ANALYSIS:

No preliminary issues were identified. Parking additions/infrastructure are proposed adjacent to or within currently disturbed areas. The additions would help to focus use to hardened sites